
 <b>National Transportation Safety Board</b> <b>PRELIMINARY REPORT</b> <b>AVIATION</b>		NTSB ID: CHI08IA182		Most Critical Injury: None	
		Occurrence Date: 07/07/2008		Investigated By: NTSB	
		Occurrence Type: Incident			
Location/Time					
Nearest City/Place St. Louis		State MO	Zip Code 63134	Local Time 0845	Time Zone CDT
Aircraft Information					
Registration Number N804ME		Aircraft Manufacturer McDonnell Douglas		Model/Series Number MD-81	
Type of Aircraft: Airplane			Amateur Built Aircraft? No		
Injury Summary:		Fatal	Serious	Minor	None 51
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 7, 2008, at approximately 0845 central daylight time, a McDonnell Douglas MD-81, N804ME, operated as Midwest Airlines Flight 8663, experienced a tail cone evacuation slide deployment shortly after takeoff from Chicago Midway International Airport (MDW), Chicago, Illinois. Visual meteorological conditions prevailed at the time of the event. The charter flight was operating under the provisions of 14 Code of Federal Regulations Part 121 on an instrument flight plan. There were no injuries to the 2 flight crew members, 4 flight attendants, 2 airline representatives, and 43 passengers. The flight was en route to Charlotte/Douglas International Airport (CLT), Charlotte, North Carolina, when the evacuation slide deployed. The airplane diverted to Lambert - St. Louis International Airport (STL), St. Louis, Missouri, and made an uneventful landing at 0930.</p> <p>Flight crew statements indicate that the flight crew did not hear the slide deploy in flight, nor did an airline mechanic who was seated in the rear of the airplane. The captain reported that during initial climb the airplane nose began to rise without a corresponding flight control input. The airplane's pitch continued to increase, reaching 20-25 degrees nose up before the captain regained pitch control using control column and stabilizer pitch trim inputs. The captain noted there was a noticeable restriction in the pitch control.</p> <p>Post-flight inspection of the airplane confirmed an in-flight deployment of the tail cone evacuation slide within the tail cone. Preliminary findings reveal that the slide was partially inflated and the inflation bottle was empty. Examination of the hardware did not reveal any evidence of missing components, nor any evidence of tampering. The slide and hardware were removed from the aircraft for examination. There was no evidence of any punctures in the slide; however, there were marks consistent with rubbing of elevator control cables. Additional evidence was found to indicate that a catwalk railing was broken and impinged upon elevator control cables.</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

 <b>National Transportation Safety Board</b> <b>PRELIMINARY REPORT</b> <b>AVIATION</b>		NTSB ID: CHI081A182			
		Occurrence Date: 07/07/2008			
		Occurrence Type: Incident			
Other Aircraft Involved					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Accident Information					
Aircraft Damage: None			Accident Occurred During: Takeoff - initial climb		
Crew	Name	Certificate No.	Injury		
Pilot	On File	On File	None		
2	On File	On File	None		
3					
4					
5					
6					
Operator Information					
Name Midwest Airlines, Inc.		Operator Designator Code MWEA		Doing Business As	
Street Address 6744 South Howell Avenue		City Oak Creek		State WI	Zip Code 53154
-Type of Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operations Conducted: Non-scheduled; Domestic; Passenger Only					
Flight Plan/Itinerary					
Type of Flight Plan Filed: IFR					
Last Departure Point		State	Airport Identifier		
Chicago		IL	MDW		
Destination		State	Airport Identifier		
Charlotte		NC	CLT		
Weather Information					
Investigator's Source:		Facility ID: MDW		Observation Time (Local): 0851	
Sky/Lowest Cloud Condition: Scattered		8500 Ft. AGL			
Lowest Ceiling: Broken		15000 Ft. AGL	Visibility: 10 SM	Altimeter: 29.95	"Hg
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

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## Weather Information

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Temperature:

26 °C

Dew Point:

21 °C

Wind Direction: 230

Wind Speed: 10

Kts.

Gusts: 15

Kts.

Weather Conditions at Accident Site: Visual Conditions

## Administration Data

Notification From

Midwest Airlines

Date

07/07/2008

FAA District Office/Coordinator  
Federal Aviation Administration, AAI-100  
David Keenan

Investigator-In-Charge (IIC)  
Andrew T. Fox